FOOD AND FOREST SECRETARIAT

NOTIFICATION No. AFD 45FAF 72

Bangalore dated 10th February 1975.

S.O. 939 In exercise of the powers conferred by Section 4 of the Karnataka Forest Act, 1963 (Karnataka Act 5 of 1964) the Government of Karnataka hereby,

(1) declares that it has been decided to constitute the land in the Sonandur, Gardady and Padangady Villages of Belthangady Taluk of South Kanara District, the situation and limits of which are specified in the schedule below, as reserved Forest;

(2) appoints the Forest Settlement Officer, South Kanara Mangalore to be the Forest Settlement Officer for purposes of clause (c) of sub-section (1) of the said section; and

(3) appoints the Divisional Forest Officer, Coondapur Division, Coondapur, to represent the State Government in the enquiry by the said Forest Settlement Officer.

SCHEDULE

Name of the District—South Kanara

Name of the Taluk—Belthangady

Name of the Village—Sonandur, Gardady and Padangady

Name of the Block—Sonandur Block (Bit I and II)

Field Survey Nos.—63 and 7 of Sonandur, 178/1 193/1-2, 179/1-2, 172/1, 194/1 of Gardady and 213/2 and 156/1 of Padangady villages.

Area—50.18 Hectares (124.00 acres).

Boundary Description Bit I—

North.—The demarcation line starting from station no. 15, the demarcation line runs in nearly Eastern direction over a distance of 535 links to reach station No. 16. Thence the line runs to North-East direction to station No. 17 over a distance of 390 links. The line further runs in North-West direction over a distance of 340 links to reach station No. 18. Thence the line runs in North-East direction to station No. 19 to a distance of 240 links. Then runs

in almost Eastern direction to station No. 20 to a distance of 270 links. From there it runs in nearly Eastern direction to station No. 21 to a distance of 215 links. The demarcation line further moves in South-East direction to station No. 25, passing through intermediate station No. 22 to 24 to a total distance of 1510 links. Then runs in nearly Eastern direction to station No. 26 to a distance of 295 links. Again runs in South-East direction to station No. 27 to a distance of 420 links.

The bearings and distances from station to station are as follows :—

Station Numbers		*F. Bearings in*	*Distances*
From	*To*	*degrees*	*in links*
15	16	96	535
16	17	51	390
17	18	345	340
18	19	55	240
19	20	93	270
20	21	83	215
21	22	140	334
22	23	100	228
23	24	135	418
24	25	100	530
25	26	80	295
26	27	102	420

East.—From station No. 27 the demarcation line runs in South-East direction to station No. 29, passing through middle station No. 28 over a distance of 500 links. Thence the line runs in South-West direction over a distance of 690 links to reach station No. 30. Thence the line runs to nearly Southern direction to a distance of 484 links to reach station No. 31.

The bearings and distances from station to station are as follows :—

Station Numbers		*F. Bearings in*	*Distances*
From	*To*	*degrees*	*in links*
27	28	126	250
28	29	123	250
29	30	191	690
30	31	173	484

South.—From station No. 31 the demarcation line runs in North-West direction to station No. 34 passing through middle

station Nos. 32 and 33 to a distance of 1158 links. Thence the line runs in due Northern direction to station No. 35 to a distance of 70 links. Then runs almost Western direction over a distance of 970 links to reach station No. 36. The demarcation line further moves in South-East direction to station No. 38, passing through intermediate station No. 37 over a totaldistance of 600 links. Thence the line runs to nearly Scuthern direction to station No. 39 to a distance of 390 links. Thence runs in South-West direction to station No. 40 over a distance of 154 links. Further it runs exactly in Southern direction to station No. 41 to a distance of 174 links. Then runs in almost Southern direction to station No. 42 over a distance of 240 links. Thence it runs in nearly Southern direction to station No. 43 over a distance of 173 links. Then runs in nearly Western direction to station No. 45 passing through middle station No. 44, to a distance of 464 links. The demarcation line further runs to North-West direction to station No. 48, passing through intermediate station Nos. 46 and 47 to a distance of 646 links. Then it runs in almost Northern direction to station No. 49 over a distance of 200 links. Again runs in North-West direction to station No. 52 to a distance of 679 links passing through the intermediate station Nos. 50 and 51. The line further moves to almost Northern direction to a station No. 53 to a distance of 224 links. Then runs in North-East direction to station No. 54 to a distance of 238 links. Thence it runs in North-West direction to station No. 55 to a distance of 265 links. Then the demarcation line further extends to station No. 56 in South-West direction over a distance of 196 links. Then runs almost Western direction to station No. 58 over a distance of 390 links passing through intermediate station No. 57. Thence the line further moves in South-West direction to station No. 61 passing through middle station Nos. 59 and 60 to a distance of 936 links. Then runs in nearly Southern direction to station No. 63 to a distance of 540 links passing through the middle station No. 62. From station No. 63, the line runs to South-East direction to station No. 64 over a distance of 440 links. The line further moves to South-West direction to station No. 0, passing through middle station No. 65, over a distance of 422 links.

The bearings and distances from station to station are as follows :—

Station Numbers		*F.Bearings in*	*Distances*
From	*To*	*degrees*	*in links*
31	32	297	260
32	33	286	143
33	34	331	415
34	35	360	770
35	36	267	970
36	37	158	350
37	38	166	250
38	39	170	390
39	40	194	154
40	41	180	174
41	42	177	240
42	43	189	173
43	44	264	250
44	45	265	214
45	46	328	200
46	47	326	200
47	48	324	246
48	49	2	200
49	50	285½	400
50	51	303	134
51	52	324	145
52	53	5	224
53	54	34	238
54	55	327	265
55	56	256	196
56	57	273½	190
57	58	275	200
58	59	256	266
59	60	203	330
60	61	194	340
61	62	185	230
62	63	172½	310
63	64	165	440
64	65	228	175
65	0	251	247

West.—From station No. 0, the demarcation line runs to North-West direction to station No. 3, passing through intermediate station No. 1 and 2 to a distance of 710 links. Then runs in nearly Northern direction to station No. 4 to a distance of 150 links.

Again runs in North-West direction to station No. 7 to a distance of 880 links passing through the middle station Nos. 5 and 6. From there it runs in almost Northern direction to station No. 8 to a distance of 170 links. Thence the line runs to North-East direction station No. 9, to a distance of 235 links. The line further moves to South-East direction to station No. 11, passing through middle station No. 10, to a distance of 410 links. Thence the line runs to to station No. 15, in North-East direction passing through intermediate station Nos. 12 to 14 to a distance of 1148 links and thus completes the traverse.

The bearings and distances from station to station are as follows :—

Station Numbers		*F. Bearings in*	*Distances*
From	*To*	*degrees*	*in links*
0	1	307	160
1	2	302	350
2	3	314	200
3	4	354	150
4	5	348	385
5	6	324	265
6	7	327	230
7	8	3	170
8	9	48	235
9	10	101	180
10	11	142	230
11	12	79	435
12	13	18	128
13	14	18	125
14	15	15	460

Bit II

A tie line from station No. 27 of Bit (1) is taken to station No. 66 of Bit II in 45 F.B. over a distance of 1180 links.

North.—Starting from station No. 84, the demarcation line runs to North-East direction to station No. 85 to a distance of 210 links. Thence the line runs to South-East direction over a distance of 520 links to reach station No. 86. The line further moves in nearly Eastern direction to station No. 87 to a distance of 300 links. From there it runs in North-East direction to station No. 89, passing through middle station No. 88 to a distance of 1040 links. Thence the line runs in South-East direction over a distance of 248 links to reach station No. 90.

The bearings and distances from station to station are as follows :—

Station Numbers		*F.Bearings in degrees*	*Distances in links*
From	*To*		
84	85	76	210
85	86	112	520
86	87	81	300
87	88	23	770
88	89	70	270
89	90	124	248

East.—From station No. 90, the demarcation line runs in nearly Southern direction to station No. 92, passing through middle station No. 91, to a distance of 1405 links. Thence the line runs almost in Western direction to station No. 94 passing through middle station No. 93, over a distance of 898 links. Thence the line further extends in Southern direction over a distance of 620 links to reach station No. 95. The line further moves in South-West direction to station No. 96 to a distance of 720 links. Then runs in almost Southern direction to station No. 97 to a distance of 348 links. Then runs in South-West direction to station No. 99 to a distance of 706 links passing through station No. 98. Then runs in almost Sout ern direction to station No. 100 to a distance of 330 links. Again runs in South West direction to station No. 102 to a distance of 1506 links passing through the intermediate station No. 101. Again runs in almost Southern direction to station No. 103 to a distance of 390 links. The line further moves to South-East direction to station No. 105, passing through middle station No. 104, over a distance of 770 links. Thence the line extends to a distance of 440 links in South-West direction to reach station No. 106.

The bearings and distances from station to station are as follows :—

Station Numbers		*F.Bearings in*	*Distances*
From	*To*	*in degrees*	*in links*
90	91	185	630
91	92	172	775
92	93	271	240
93	94	272½	658
94	95	180	620
95	96	205	720
96	97	182	348
97	98	243	276
98	99	222	430
99	100	177	330
100	101	204	1230
101	102	198½	276
102	103	179	390
103	104	103	600
104	105	110	170
105	106	204	440

South.—From station No. 106, the demarcation line runs in North-West direction to station No. 108 passing through middle station No. 107, over a distance of 700 links. Thence the link runs in South-West direction to station No. 109 to a distance of 480 links. Then runs in South-East direction to station No. 110 to a distance of 250 links. Again runs in South-West direction to station No. 112 over a distance of 367 links passing through the middle station No. 111. The demarcation line further move to North-West direction to station No. 116 passing through intermediate station Nos. 113 to 115, over a distance of 1258 links.

The bearings and distances from station to station are as follows :—

Station Numbers		*F.Bearings in*	*Distances*
From	*To*	*.degrees*	*in links*
106	107	304	200
107	108	297	500
108	109	199	480
109	110	157	250
110	111	193	237
111	112	255	130
112	113	300½	248
113	114	303	200
114	115	331	600
115	116	292	210

West.—From station No. 116, the demarcation line of the block runs exactly in Northern direction to station No. 66 to a distance of 190 links. Then runs in North-West direction to station No. 68, passing through middle station No. 67 to a distance of 695 links. Thence the line runs in North-East direction to a distance of 490 links to reach station No. 69. Thence the demarcation line runs in North-West direction to a distance of 570 links to reach station No. 70. The line once again runs in North-West direction to a distance of 230 links to reach station No. 71. The line further extends to South-East direction to a station No. 73 passing through intermediate station No. 72, over a distance of 817 links. Then runs in nearly Eastern direction to station No. 74 to a distance of 539 links. The line further moves in North-East direction to a distance of 529 links to reach station No. 75. Then the demarcation line runs in North-West direction to station No. 78, passing through intermediate station Nos. 76 and 77 to a distance of 1073 links. From there the demarcation line runs to North East direction to station No. 82 passing through intermediate stations Nos. 79 to 81 to a distance of 2108 links. Thence the line runs to almost Western direction to station No. 83 to a distance of 230 links. Then runs in North-West direction to station No. 84, to a distance of 153 links and thus completes the traverse.

The bearings and distances from station to station are as follows :—

Station Numbers		*F.Bearings in*	*Distances in*
From	*To*	*degrees*	*links*
116	66	360	190
66	67	346	375
67	68	347½	320
68	69	17½	490
69	70	248	570
70	71	54	230
71	72	117½	421
72	73	102	396
73	74	97	539
74	75	15	529
75	76	336½	580
76	77	341	200
77	78	345	293
78	79	59	270
79	80	29½	500
80	81	22½	600
81	82	10	738
82	83	275	230
83	84	338½	153

Right of ways—..

1. A road from Venoor—Guruvayanakere Main Road enters the block between Cairn Nos. 88 and 89 and exist the block between Cairn Nos. 94 and 95, re-enters the block between Cairn Nos. 104 and 105 and again existing between Cairn Nos. 108 and 109 and again re-enters between Cairn Nos. 109 and 110 and exist once again between Cairn Nos. 115 and 116 of Bit II and goes to Madanthare.

2. A cart track from the above roads enters the block (Bit I) between Cairn Nos. 25 and 26 and one branch of the cart track exists the block between Cairn Nos. 15 and 16 andan other branch exists the block between Cairn Nos. 50 and 49 of Bit I.

Other privileges—

1. Free grazing of cattle by the villagers.
2. Free removal of Muligrass by the villagers for *bonafide* use
3. Free removal of dry fuel by the villagers for *bonafide* use
4. Free removal of green manure leaves by the villagers for *bona fide* use.

By Order and in the name of the Governor of Karnataka,

JAYATHIRTHARAO BAPU,
Under Secretary to Government,
Food and Forest Department